

INTIMATION

A. S. WATSON & CO.,
LIMITED

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

Per doz. Per bot.

B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule	...	\$12.00	\$1.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule	...	13.50	1.20
CC. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule	...	16.00	1.40
D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule	...	18.00	1.50
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule	...	27.00	2.25

B, C, & CC are excellent Dinner Wines
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very fine Vintage.

GUARANTEED SUPERIOR XERES
WINES.

The following Wines, bottled in Europe,
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from the celebrated firm of Messrs. Geo.
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PALE DRY, NUTTY	...	30.00	2.50
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Per doz. Per bot.

GOOD	...	\$16.50	1.40
FINE	...	27.00	2.25

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY.

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Correspondents must forward their names and ad-
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All letters for publication should be written on
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HONGKONG, 3rd June, 1903.

Last year Mr. A. Mosely did one of those
quiet, unobtrusive acts which often in their
results serve to make or mar a country.
He offered to pay the travelling expenses
of a number of delegates from the Trade
Unions of England who were to go over to
the United States, and examine for them-
selves the conditions and mutual relation-
ships of employer and employed, and find
out whether there was any truth in the
statements that have recently been made
that many of the industrial arts were pass-
ing from Great Britain and making a home
for themselves in the States; in case this
should be the fact, then to examine from
their own point of view the causes that were
at work in inducing this transfer from one
side of the Atlantic to another of industries
in which the British workman up till
recently found himself unchallenged. No
pressure was put on the delegates to bias
their opinions one way or the other, so
that the series of reports which have
recently been published may be looked
upon as a fair expression of the views of
the working classes on the topics proposed.
Many people have expressed themselves
disappointed by the results, mainly on
account of the want of unity amongst the
members; a further consideration of the
conditions proposed will, however, go far
to disabuse the mind of the impartial reader
of any such opinion, and will go far to
prove the bona-fides of the whole. It
would, in fact, be a very suspicious circum-
stance, and imply some genuine conclusion,
did the various members of the delegation
produce reports that could in any way be
made to bear the semblance of having been

made to order, and so as to give utterance
to the views of one or other party amongst
the working classes. Even on the general
question of the momentary superiority or
the reverse of American over British ways,
there is room for great divergence of
opinion; and the fact of these divergencies
goes far to prove that while there has been
a great and steady rise in the industries of
the States which come into immediate com-
petition with those of the old country, the
increase has neither been so marked nor so
great as many of our pessimists have lately
been asserting. It is a fact, and this is not
denied by the majority of the reports, that
American industries have lately been pro-
gressing at a far greater speed in the States
than in England, though the question is still
an open one as to whether the cause is to be
sought in some more favourable condition
existing in the States, or whether it is not
the effect of a general equalisation of condi-
tions, which will in time adjust themselves,
when the two nations have come more
nearly to a general equality of condition.
Up to this, taking population and oppor-
tunities into consideration, the British work-
men may have perhaps had the better of the
situation; and it may be that when both
are placed on an equality the rate of progress
of each may approach nearer to the mean.
There is, of course, a good deal that may be
attributed to *vis inertia*. The British work-
man has at his back the steady, if slow,
growth of years; the American to get
started at all has had to apply an enormous
initial force, the bulk of which is as yet
undissipated, but which in proportion to the
work actually being done is being drawn on
daily, and bids fair to be exhausted by the
time affairs come to balance. There is, of
course, a certain amount of reason in this
contention; and this would naturally be the
view which would most readily lend itself
to the judgment of the trades unions. It is,
however, none the less the fact, and a fact
that tends in favour of the honesty of the
delegates, that the majority of the reports
do seem to indicate a better state of feeling
towards one another as existing in the
States between employer and employed. In
certain respects the employers, and in
others the employees may take to themselves
credit for the fact. The English working
man complains, and apparently with some
show of reason, that the masters are ever
ready to seize the entire advantage of any
improvement in the method of working;
that if, e.g., when doing piecework an em-
ployee by superior diligence succeeds in
earning a higher wage than his neighbours,
the employer, instead of leaving the benefit
to him, invariably takes the first opportu-
nity of cutting down rates so that his
average earnings in the end come to no
more than the ordinary day-worker's. The
consequence is not only to create a steady
opposition to piecework in the mind of the
worker, but to encourage the habit, already
too strong, of the workman persistently
doing less work than his best. The Ameri-
can master, on the contrary, according to
the delegates, finds it to his advantage to
stick to his agreement, with the result that
the working man has no interest in work-
ing under his capacity, and does in fact habit-
ually turn out a larger quantity of finished
work than his English fellow. Another
reason for this has probably been exag-
gerated in all the reports, and proceeds more
from the circumstances of the case than
from any settled design, and that is the
greater rapidity of advancement in America
than England. The American is pictured
as always going about his shop "prospect-
ing for talent" amongst the workmen.
This is probably the case more than in
England, but on the other hand the demand
for labour on the western continent is, and
has been for some time, rather brisker than
in England, and promotion in the natural
course of events is quicker where the
demand is in excess of the supply; so that
this may probably be discounted as but a
temporary condition brought about by
exceptional circumstances. We have not
space to go into the other topics raised,
of superior education, longer hours of
work, less time devoted to sports, less
gambling and drunkenness, &c., but the
body of the reports gives the impression
that on the whole the working conditions
are a shade better in the States than in
England, but only a shade, and that the
main reasons for the recent growth is to be
sought in the artificial stimulus given to
local manufactures by the fiscal laws of the
States. How long this stimulus will have a
beneficial effect on manufactures is the
main point at issue. All schools of political
economists agree that under certain con-
ditions protection may be useful in building
up industries; but the majority of English
economists hold that the stimulus is not
permanent, and is bound sooner or later to
be followed by a proportionate period of
undeveloped depression. This is, in fact, the
stage on which the old controversy has
entered; and the stage is sufficiently wide
to afford ample room for the combatants of
both parties to exercise their amplest skill.

That portion of the Queen's Recreation
Ground used for polo is at present closed for
repairs at the hands of the F.V.D.

We are requested to announce that there will
be no performance on the New Parade
Ground on Friday next, the 8th instant.

Mr. T. I. Rose having returned to the
Colony, has resumed his duties as secretary of
the Hongkong and Whampoa Dock Co., Ltd.

Early Monday morning His Majesty's ship
Tamar, 4,650 tons, Capt. C. G. Robinson,
A.D.C., weighed anchor—for Kowloon dock.

The visitors to the City Hall Library and
Museum for the week ending 31st May, were
231 non-Chinese and 63 Chinese to the former,
and 81 non-Chinese and 2,034 Chinese to the
latter institution.

Among the stores to be sold at the Naval
Yard to-day by Messrs. Hughes & Hough are
one engine or torpedo-boat No. 8 by Thornycroft
(compound, 430 h.p.), and three boat
engines of 3 h.p. each.

Notice is given that by order of Lieut.
Colonel H. C. Wyllie, C.B., Commanding the
1st Sherwood Foresters, the regimental in-
stitutions have been taken over by Major L.
Gordon-Cumming from Captain T. H. M.
Green, D.S.O.

A small outbreak of fire occurred about two
o'clock yesterday morning in a paper-box manu-
facturer's shop at 10, Circular Pathway. The
brigade under Mr. P. P. J. Wodehouse,
Assistant Superintendent of Police, extin-
guished it in about half-an-hour.

From the *China Times* of the 21st ult., we
learn that Lieutenant Grey, a British officer well
known in Tientsin and Tongshan, while on the
way from Lutai to Shanhaikwan with two
native Indian soldiers, all mounted, was attacked
by robbers 30 miles west of Tongshan. Native
Christians sent word to Tongshan, and the
mounted infantry there immediately set out
for the scene of the attack, and found Lieut.
Grey and the two Indian troopers all wounded.

Among the passengers who arrived yesterday
by the Navigazione Generale Italiana steamer
Capri was Dr. João Paulino d'Azevedo Castro,
the newly-appointed Bishop of the Macao
diocese. Senhor Conselheiro Romano, the
Portuguese Consul-General, accompanied by
Senhor Leiria, went to receive his Lordship at
the wharf, and also sent a chair for his use, but
was too late, the Bishop having landed earlier
than was expected and proceeded to the Spanish
Dominican Procurator, where his Lordship
will reside during his brief stay in Hongkong.
His Lordship leaves to-morrow morning by the
Portuguese gunboat *Dia* which is now in the
harbour. At Macao great preparations have
been made for the reception of his Lordship.

The Chinese paper *Hupao* published, the
following letter from Peking dated 18th ult.:—
"As soon as the Government received news
from Kwangsi reporting the presence of French
troops within the Kwangsi borders there was
much excitement, amounting to panic, amongst
the members of the Government as it was
feared that the French were bent on pursuing
a policy in the South similar to that of Russia
in the North.—The French Consul in Kwangsi
having recently telegraphed to the French
Minister in Peking asking for a company of
French troops to be sent into Kwangsi, we hear,
received an unexpected reply from his Chief.
The Minister censured the Consul for suggest-
ing the matter and said that the latter ought
not to have acted so recklessly in allowing
French troops to cross into Kwangsi."

When the French mail steamer *Anami*, left
the Dornier Wharf at Singapore for Saigon,
she passed close to H.M.S. *Spartiate*, which
was busy coaling at Tanjong Pagar. The
Anami had a large number of French soldiers
on board and for the nonce was practically a
troopship. The gallant Frenchmen, says the
Free Press, crowded to the side to get a good
look at the big four-funnelled cruiser. Lieut.
May, who was officer of the watch, promptly
ordered up the band of the *Ocean* which was on
board, and immediately the straining of the "Mar-
seillaise" fell upon the ears of the delighted
Frenchmen. The compliment was acknowledged
with "Vive l'Angleterre" and "Vive le Roi,"
and the *Spartiate*'s ship's company replied
with the cheering cheers for their French com-
rades. It was a pleasing case of *l'entente
cordiale*, which the King's friendly visit to
Paris, and the prior British naval compliments
to President Loubet, have done so much to
create.

The report of the Eastern Extension
Australasia and China Telegraph Co., Ltd.
for the half-year ended December 31, 1902,
states that the gross receipts amounted to
£237,553, against £234,209. The working ex-
penses, including £24,672 for maintenance of
cables, absorb £121,870, against £120,294 for
the corresponding period of 1901, leaving a
balance of £115,683. From this is deducted
£7,565 for income-tax, £9,435 for interest on
debenture stock and expenses in connection
therewith, leaving as the net profit for the
half-year £128,654. After adding £73,524
brought forward, there is an available balance
of £202,180. One quarterly dividend of 1½ per
cent. has been paid for the half-year, and it is
now proposed to distribute another of like
amount on May 7, making with the interim
dividends paid for the first half-year a total
dividend of 5 per cent. It is also proposed to
pay a bonus of 4s. per share, or 2 per cent.,
making a total distribution of 7 per cent. for
the year 1902. The sum of £30,000 has been
transferred to the general reserve fund, and
the balance of £37,180 carried forward.

The Hotel des Colonies, Ltd., Shanghai, has
paid a dividend of 6 per cent. on its first year's
working.

A firm of bakers was recently fined in
London for delivering bread to customers on a
Sunday.

It is evident that the Philippine Government
intends to place the first of the new currency
in circulation on 1st July.

A special telegram to the *N.C. Daily News*
states that Mr. Chamberlain, Secretary for the
Colonies, stated in the House that the Govern-
ment had neither sanctioned nor supported the
importation of Asiatics for the Transvaal mines.

A telegram from Yunnanfu, the capital of
Yunnan province, received in Shanghai, states,
according to the *N.C. Daily News* that
Viceroy Ting Chen-to of that city ordered out
on the 23rd ult., three battalions of troops
with instructions to proceed with all haste to
Lingnan, where a mob of miners had murdered
the prefect of the city.

THE "NURNBERG" IN A TYPHOON

The German steamer *Nurnberg*, which
arrived here yesterday, ran into a typhoon on
Saturday last, three and a half days out
from Singapore. The first force of the storm
was experienced about half-past twelve on
Sunday morning, and for about twelve hours
the steamer was battered and tossed about
by the wind and waves. One German
seaman was swept overboard and drowned,
and nearly every one of the other mem-
bers of the crew suffered injury, as well as
several Chinese passengers travelling in the
steerage. The ship stood in great danger for
some time, and had to be slowed down to ride
out the typhoon, which carried away a com-
panion-ladder leading from the lower to the
upper deck and a couple of steam pipes con-
nected with the winches.

The Italian steamer *Capri* and the Japanese
steamer *Tamaki Maru*, which also arrived
yesterday from the South, got the edge of
the typhoon only, and escaped without mishap.

THE MURDER BY A FOREIGNER
AT SHANGHAI.

P. A. Souza, who is charged with the murder
of a Chinaman at Shanghai, has been the
subject of an enquiry at the Portuguese Con-
sulate, by the Consul-General (M. Potier). No
additional information was elicited, reports the
N.C. Daily News, beyond the fact that the
knife with which Souza is alleged to have
committed the murder has not been found. The
difficulty in this case is that medical evidence
cannot positively state how death occurred, as
by Chinese law no post-mortem examination is
allowed. The out is a nasty one, but what
interior organ the blade of the knife penetrated
is not known. People living near the house
where Souza lived state that when his windows
were broken he was cutting some salted meat,
and ran outside and pointed to the broken glass.
The next annoyance he was subjected to
appeared to exasperate him beyond endurance,
and he bounded through the open door and
rushed after a crowd of Chinese, stabbing the
deceased, it is supposed, in the back.

Souza for three years has been employed in
the Shanghai Gas Company, the Secretary of
which gave him an excellent character to M.
Potier. His friends and neighbours also testify
to the quiet behaviour and orderly conduct of
the accused man, and say that he must have
received extreme exasperation before losing
control of his temper in such a way. A Macao
sergeant of police was telegraphed for on Sat-
urday, and upon his arrival in Shanghai he will
convey the accused to Macao to be tried by the
Portuguese authorities. In connection with
this case it should be stated that for some time
past foreign residents in parts of the Hongkong
district have been subjected to annoyance from
Chinese in many ways.

CHINA'S NEED.

China, remarks the *Outlook*, still counts for
less than nothing in the Chinese manœuvring
of European and American diplomatists. Come
tidings from Peking of Russia's demands in
respect of Manchuria, and every Minister and
every politician in every Western country
wages wordy warfare over each his own
country's interests. No newspaper, no politician
stops to ask what China thinks or will do. She
was reported as having handed the Russian
demands back to the ambassador with the
remark that they were inadmissible. But that
would be China's first step in any circum-
stances. So long as she does not shoot
"foreign devils" on her own account it appears
to be immaterial what she may do. This, of
course, is a great pity. The nation that could
perpetrate China to enter into really friendly and
harmonious relations would gain an enormous
advantage over all rivals. Nothing of the kind
has been seriously attempted. Our ambas-
sadors have more often than not been ignorant
of the Chinese language and careless of Chinese
susceptibilities. Perhaps so long as the Em-
press Regent lives and reigns no progress to
real friendship can be made, but the future
holds out many possibilities. Russia as the
ancient foe can never be the friend. If only
some great understanding Englishman would
arise of the Sir Robert Hart type, who as
ambassador at Peking could gain the confidence
of the Chinese Court and inspire it and the
viceroy with a belief in our willingness to
trade without ulterior designs of territory, a
great step forward would be made towards the
arrest of Russian aggression.

TELEGRAMS.

REUTERS' SERVICE.

MR. CHAMBERLAIN'S FISCAL
POLICY.

London, 31st May.

The Liberals are actively preparing for a
general election. The Labour leaders are op-
posed to Mr. Chamberlain's fiscal policy, and
declare that the working classes will not be
blinded by proffered bribes.

GERMANY AND JAPAN.

London, 31st May.

It is announced at Berlin that the German
Emperor has conferred the Louise Order on the
Empress of Japan, and the Red Cross medal on
Princess Komatsu.

A JOHANNESBURG TRAGEDY.

London, 31st May.

It is reported from Johannesburg that Sir
Edward Hulse, formerly press censor there, has
been found dead in his bedroom, shot through
the head.

VOLCANIC ACTIVITY IN THE WEST
INDIES.

London, 31st May.

Mont Pelée, Martinique Island, is again
active, and the Council General are urging the
evacuation of the whole north side of the island.
Latest reports to hand state that at least two
hundred persons have perished.

FLOODS IN AMERICA.

London, 31st May.

Great floods have occurred in many States
of America, rendering twenty thousand persons
homeless, and causing enormous damage.

The town of North Topeka, Kansas, has been
cut off by flood and set fire to by burning
timber.

CORRESPONDENCE.

MISS BLAKE'S WEDDING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd June.

Sir,—In view of Miss Blake's wedding to
Captain Arbuthnot on Monday next, the
8th inst., might I be allowed to suggest
that His Excellency should declare a public
holiday on that day in honour of the event? This
is the first time in the history of
the Colony that a Governor's daughter has
been married in Hongkong, and surely the
occasion deserves to be marked in some such
way as I allude to. We should all be glad to
honour the wedding-day. Even although it were
not convenient for the Banks to close, still a
holiday might be granted to the public servants.
Section 6 of the Public Holidays Ordinance
says:—

"It shall be lawful for the Governor by
notification in the Government Gazette at any
time to appoint a special day to be observed as
a Bank holiday in addition to or in substitution
for any days mentioned in the schedules of the
Ordinance," etc.

In these circumstances there would appear
to be no obstacle in the way of the declaration
of a public holiday.—Yours, etc.,

OLD RESIDENT.

GOMES V. GOMES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 2nd June, 1903.

Sir,—We are instructed by Mr. Francisco
d'Assis Gomes to state that the amount of \$2,000
damages for which he recently obtained judg-
ment in the Original Jurisdiction Action No.
173 of 1902, has, after deduction of the sum
of \$376.75 due from him for legal expenses, been
distributed amongst the following charities:—
The Benevolent Society ... \$500.00
The Society of St. Vincent de Paul ... 500.00
The Soldiers' and Sailors' Institute,
Arsenal Street ... 313.25
The Victoria Home & Orphanage ... 310.00
\$1,623.25

and to ask you to be good enough to publish
this letter in your next issue.—Yours, etc.,

DEACON & HASTINGS.

LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Doric*, with mails, &c.,

left Nagasaki for Manila on the 30th ult., at

6 p.m., and is due here to-day, at daylight.

The Imperial German mail steamer *Roon*,

which left here on the 28th ult., a.m., arrived at

Shanghai on the 31st ult., at 4 a.m.

The Indo-China steamer *Suining* left Calcutta

for this port via the Straits on the 30th ult.,

and may be expected here on the 16th inst.

The C.P.B. steamer *Athanasia* arrived at

Nagasaki at 10 a.m. on the 2nd inst., and left

again at 5 p.m. same day for Kobe, where she

is due to arrive at 6 a.m. to-morrow.

WEATHER REPORT.

The Hongkong Observatory yesterday issued

the following report:—

Pressure has given way in the extreme N.

owing to a depression which is moving East-

wards over Manchuria.

The barometer has risen on the E. coast of

China, fallen over the S. Philippines, where

pressure is now slightly in defect. Pressure is

relatively high between S. China and the Loo-

choo.

Moderate N.E. winds still probably set in over

the Formosa Channel; light variable and N.E.

winds over the N. part of the China Sea.

Forecast:—Light variable winds; fine.

THE NAVY LEAGUE.

LECTURE BY MR. H. F. WYATT.

Under the auspices of the Hongkong Branch
of the Navy League, Mr. F. H. Wyatt of the
League gave an address in the City Hall last
evening. There was a good attendance. His
Excellency the Governor Sir Henry A. Blake,
G.C.M.G., presided, and was supported by
Messrs. H. E. Pollock, K.C., E. D. Law, E. C.
Wilcock, M. W. Shide and B. Layton.

His Excellency, in introducing the lecturer,
said Mr. Wyatt had been delegated by
the Navy League at home to bring before
the people of the British Empire in the
Colonies, and to stimulate their interest
in the condition of our Navy. We
in Hongkong saw before us the great
ships of every nation of the world that day
by day entered our port, and no one needed to be
reminded of the fact that our existence depend-
ed upon our Navy. This was no party question.
The labours of the Navy League in keeping
before the people of the British Empire the
minimum requirements to satisfy the conditions
of safety were labours that must be appreciated
by every Government. Supremacy at sea was
absolutely necessary for us, and, whatever the
cost, we must secure at once that the Navy
should be sufficient, efficient, and ready.
(Applause.) His Excellency then formally
introduced Mr. Wyatt to the meeting.

Mr. WYATT, who was cordially received, first
commented on the great sea, kindness and
sympathy which must have inspired so many
members of the League to induce them to attend
that afternoon. It was known in England that
the Hongkong Branch was a powerful one and
was permeated by no mean spirit but by a
spirit of strength and keenness, and that
meeting, he thought, was a proof of it. The
lecturer proceeded to review rapidly the history
of the British Navy and the genesis of the
Navy League. First trade and then the
flag—such was the story, he said, of the
development of our dominions throughout the
world. The time was when all the shores of the
uncivilised world were open to us, when
we took what we liked. If the British
Empire was not twice as large as it is now,
that was simply because of our own failure
to take what was offered to us. (Applause.)
However satisfactory a state of affairs
that might be to look back upon—he did not
know that it was satisfactory—it was a condi-
tion of things which no longer obtained. The
conditions of the world had changed. Inter-
national relations had changed. We were now
throughout the world, challenged by mighty
rivals, people who competed with us at once in
the paths of war and of diplomacy, who wrestled
with us at every turn, tried to acquire dominion
in every direction and looked upon us with
jealous eyes. He was not speaking as one who
wanted to incite animosity against other nations.
He was only asking them to realise obvious
facts, so clear that only the blind could fail to
see them. Ever since the opening of the Suez
Canal that competition had been intensified.
France and Germany and Russia—France and
Germany in particular—had taken advantage
of it and plunged into the Far East
where before they had hardly a footing. France
had now an Empire in the East and it was
more than probable that it was going to be
very considerably enlarged. The immense
dominion of Russia hardly needed to be
pointed out; of recent years Russia had
spread herself throughout Asia, and they
knew how her railways and her legions were
crossing over the continent. Her sea power was
increasing enormously. It would not be long
before Russia would be the second sea power
of the world. Already her navy was a very great
force. Surely in the face of these challenges
that had changed the conditions of the earth,
and of the fact also that wherever foreign
nations established their dominion they estab-
lished tariffs calculated to shut out our trade
—in every instance they either had done so
or were going to do so—surely it behoved us to
be up and doing. In England, they knew very
well, they could not get any Government,
whether Liberal or Conservative, to take up
any matter involving great expenditure unless
the Government felt the full force of public
opinion behind them. That was where the
Navy League came in. Its object was to
teach people truths about sea-power as the
source of England's greatness which they
in many cases did not know before. The
trade of British people the world over
depended for its continuance upon the supre-
macy of their Navy, and it behoved them to
keep that fact ever before their eyes. As the
instrument, the monthpiece, of the people, the
League might take some little credit to
itself for the measure of success that had
been achieved in the increasing of the last
Navy Estimates. The Navy had been neglected
horribly by successive Governments, but a little
improvement was now apparent, and for that,
as had already been remarked, the Navy League
might take some credit. In self-governing
Colonies as well as in British communities the
League had a great mission to fulfil, and to do it
adequately required the efforts not of one but
of a hundred men to go forth and preach the
gospel that England must not take a back place
amongst the nations of the world—that she
must hold the premier position, and that there
were men abroad as at home ready to de-
voted their best efforts to secure her that position.
(Applause.) In the East the Navy League had
a great work to perform. The question had
been asked—"What good can we do out here?"
Incalculable good could be done, for, as in the
case of the Hongkong branch, the first formed
outside of Great Britain, invaluable suggestions
could be given to the League at home which would
serve to extend its sphere of usefulness. A
crisis in the world's history was approaching,

THE FORTY-FIRST ANNUAL ISSUE.

NEW ADVERTISEMENTS

WANTED.
DAILY LESSONS IN SPANISH.
Apply to—
W.
Care of Daily Press Office.
Hongkong, 3rd June, 1903. [1613]
TO LET.

NO. 2, BARROW TERRACE, Kowloon.
Apply to—
SAM WANG & CO., LD.,
91, Queen's Road Central.
Hongkong, 3rd June, 1903. [1610]
NOTICE.

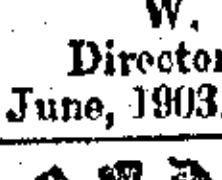
HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

M. R. T. I. ROSE having returned to the Colony has resumed his duties as **SECRETARY** of the Company from this date. By Order of the Board of Directors.
W. B. DIXON,
Chief Manager.
Hongkong, 3rd June, 1903. [1611]



NOTICE.

NOTICE IS HEREBY GIVEN that the portion of the Queen's Recreation Ground used for Polo will be closed for repairs from the 1st JUNE until further notice. By Order,
W. CHATHAM,
Director of Public Works.
Hongkong, 1st June, 1903. [1608]



NOTICE.

By order of Lt. Colonel H. C. Wylie, C.B., Commanding 1st Battalion The Sherwood Foresters, **NOTICE IS HEREBY GIVEN** that I have taken over the Regimental Institutes from Captain T. H. M. Green, D.S.O., and consequently no Goods are to be supplied unless under an Order signed by me or by an Officer of the Regiment acting for me.
L. GORDON-CUMMING, Major,
1st Sherwood Foresters.
Hongkong, 2nd June, 1903. [1609]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

"HAILONG,"
Captain Gibson, will be despatched for the above ports TO-DAY, the 3rd inst., at 10 A.M. For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 2nd June, 1903. [1604]
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Rouch, will be despatched for the above ports on FRIDAY, the 5th inst., at 11 A.M. For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 3rd June, 1903. [1607]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINCESSE MARIE,"
Captain Berentzen, will leave for the above ports on or about the 20th inst. For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 3rd June, 1903. [1612]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"
FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, where and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 2nd inst. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent. All Claims against the Steamer must be presented to the Underwriter on or before the 13th inst., or they will not be recognised. All broken, stained, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd June, 1903. [1605]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"TAMBA MARU"
having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. TO-DAY, the 2nd inst. Goods not cleared by the 9th inst. will be subject to rent. All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 12th inst., or claims in connection therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 2nd June, 1903. [1606]

ENTERTAINMENT

FAMOUS JAPANESE ROYAL TROUPE OF ACROBATS AND YOUNG GIRLS

WILL give PERFORMANCES at PRATA CENTRAL (opposite the Central Market), From the 19th inst. for two weeks only.

WONDERFUL ACTS AND DANCES IN WATER.
CONSTANT CHANGE OF PROGRAMME.
Prices of Admission:—
1st Class \$2.00
2nd " 1.00
3rd " 0.30

Day Time—12.30 to 4.30 P.M.
Night Time—8.30 to 11.30 P.M.
Hongkong, 27th May, 1903. [1608]

AUCTION.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, **TO-DAY (WEDNESDAY) & TO-MORROW (THURSDAY),** the 3rd and 4th JUNE, 1903, at 10 A.M., at **H. M. NAVAL YARD,** **SUNDRY NAVAL AND VICTUALLING OBSCURITE AND CONDEMNED STORES,** comprising:—
BOATS, ENGINES, BOILER, OLD BRASS, COPPER, IRON, PAPER STUFF, CANVAS, FURNITURE, CLOTHING, IMPLEMENTS, &c., &c. The Naval Stores will be sold on Wednesday, the 3rd June, and the Victualling Stores on Thursday, the 4th June. Catalogue will be issued. Terms of Sale:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 27th May, 1903. [1545]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, **TO-MORROW (THURSDAY),** the 4th JUNE, 1903, at 2.30 P.M., at **No. 31, SEYMOUR ROAD,** **THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE,** comprising:—
TAPESTRY, and PLUSH-COVERED EASY CHAIRS, CANTON BLACK WOOD STools, JARDINIERS, BRACKETS, and TABLE, TEAK OVERMANTELS, TEAK SIDBOARD, DINNER WAGON, DINING SERVICE, GLASS WARE, CUTLERY, ENGRAVINGS, LACE CURTAINS, CARPETS, &c., &c.; DOUBLE WARDROBES with GLASS DOORS, DOUBLE BEDSTEAD, TOILET TABLE, WASHSTAND and BATHROOM REQUISITES, &c., &c. On View from Wednesday, the 3rd June. Catalogues will be issued. Terms:—Cash on delivery.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 30th May, 1903. [1579]

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Hongkong, 30th May, 1903. [1579]

PUBLIC COMPANIES

THE CHINA-BORNEO COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE STATUTORY MEETING of the above Company will be held at the COMPANY'S OFFICE, No. 4, QUEEN'S BUILDINGS, on SATURDAY, the 6th JUNE, at Noon.
J. WHEELEY,
General Manager.
Hongkong, 22nd May, 1903. [1511]

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1902, at the rate of Sixty Cents per Share (or Six per Cent. on the Capital of the Company, making Eleven per Cent. for the year) is payable at the Hongkong and Shanghai Bank, Hongkong, on and after this date, the 30th MAY, 1903, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the COMPANY'S OFFICE for their Warrants.

The DIVIDEND is also payable at the Hongkong and Shanghai Bank, SHANGHAI, on presentation of Warrants there on and after the same date.
By Order,
A. H. MANCELL,
Secretary.
Hongkong, 29th May, 1903. [1570]

NOTICES OF FIRMS

NIPPON YUSEN KAISHA.

NOTICE.

DURING my Temporary Absence from the Colony, Mr. T. S. TAKAYANAGI will assume charge of the Company's business at this port.
A. S. MIHARA,
Manager.
Hongkong, 1st June, 1903. [1588]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR.
Hongkong, 21st March, 1903. [924]

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Office are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite Douglas Pier.
Hongkong, 1st May, 1903. [1321]

NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership hitherto existing between **JOHN WARDEN KINGHORN** and **JOHN MACDONALD** was DISSOLVED by mutual consent on the Thirty-first day of December, 1902, and that since that date the business of the former firm of KINGHORN & MACDONALD has been carried on by **JOHN MACDONALD** in the firm's name of KINGHORN & MACDONALD.

NOTICE IS FURTHER GIVEN that as from this date the said business will be carried on by **JOHN MACDONALD** under the style of **MACDONALD & CO.** All DEBTS due to or by the late firm of KINGHORN & MACDONALD will be received and paid by **JOHN MACDONALD**.
Dated this 26th day of May, 1903. [1554]

FIRE INSURANCE.

ATLAS ASSURANCE CO., LD., OF LONDON.
ESTABLISHED 1808.

THE SECRETARY of the CHINA TRADERS' INSURANCE CO., LD., having from this date been appointed AGENT for the FIRE DEPARTMENT of the ATLAS ASSURANCE CO., LD., with power to issue Policies, settle Losses, and generally to act as the Company's Representative in this Colony, all communications in connection with the Atlas Company's Fire business should hereafter be made to the said Agent at the Office of the China Traders' Insurance Co., LD., in Queen's Buildings.

Dated Hongkong, 1st June, 1903.
P. P. ATLAS ASSURANCE CO., LD.,
C. N. MILLIKEN.

ATLAS ASSURANCE CO., LD., OF LONDON.

THE Undersigned having been appointed AGENT for the FIRE DEPARTMENT of the ATLAS ASSURANCE CO., LD., is prepared to Issue Policies at Current Rates.

The Company was Established in the year 1808 and the total Funds in hand exclusive of Capital (\$1,200,000), at the close of 1902 exceeded Two and a Quarter Million Pounds Sterling.
JAMES WHITTALL,
Secretary.
CHINA TRADERS' INSURANCE CO., LD.
Hongkong, 1st June, 1903. [1593]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.
B. R.
Care of Office of this Paper.
Hongkong, 16th May, 1903. [1435]

GRACA & CO.,

OCEAN STEAM SHIP CO., LD.

CHINA MUTUAL STEAM
NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"YANGTSE"	On 4th June.	
GLASGOW and LIVERPOOL	"OOPACK"	On 4th June.	
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 16th June.	
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.	
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.	
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.	
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.	

HOMEWARDS.

FOR	STEAMERS	TO	DATE
LONDON	"CALCHAS"	On 8th June.	
LIVERPOOL	"HYSON"	On 20th June.	
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.	
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.	
LIVERPOOL	"PROMETHEUS"	On 22nd July.	
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.	
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.	
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	On 17th June.	
The s.s. "OOPACK" and "YANGTSE" left Singapore on the 29th inst., a.m., and are due here on the 4th June.	"MACHAON"	On 14th July.	

The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd June, 1903.

[10-12]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO	DATE
YOKOHAMA	"KWANGSI"	On 3rd June.	
MANILA	"SUNGKANG"	On 3rd June, at 5 P.M.	
SWATOW, CHEFOO and TIENSIN	"NANCHANG"	On 4th June.	
MANILA	"CHANGSHA"	On 4th June, at Noon.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 4th June, at Noon.	
SHANGHAI	"WUHU"	On 6th June.	
YOKOHAMA and KOBE	"OHINGTU"	On 10th June.	

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A daily qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

[11]

NORTHERN PACIFIC STEAMSHIP CO.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
OLYMPIA	J. Truebridge	2,837	June 24th
TREHONT	T. W. Garlick	9,808	June 30th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked * have no passenger accommodation.

* The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

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NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TAMURA MARU J. W. Wale	KOBE and YOKOHAMA	FRIDAY, 5th June, at DAYLIGHT.
HIOHSHIMA MARU J. Nagao	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon.
SADO MARU S. J. G. Parsons	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at DAYLIGHT.
BOMBAY MARU T. Mural	BOMBAY, via SINGAPORE and COLOMBO, B.C. and SEATTLE	TUESDAY, 16th June, at Noon.
SHINANO MARU W. Thompson	U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.
SANUKI MARU W. Townsend	KOBE and YOKOHAMA	FRIDAY, 19th June, at DAYLIGHT.
KYUANO MARU E. W. Haswell	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 19th June, at 4 P.M.
KINSHU MARU F. L. Pyne	KOBE	THURSDAY, 25th June, at Noon.
KAWACHI MARU H. Fraser	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 27th June, at DAYLIGHT.
TOSA MARU A. Christensen	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th June, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Banyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE"

Captain Helms will be despatched as above on SATURDAY, the 6th June, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th May, 1903. [1430]

"BEN" LINE OF STEAMERS.

FOR GENOA, ANTWERP AND LONDON.

THE Steamship

"BENMOHR"

Captain Wallace will be despatched as above on SATURDAY, the 6th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 28th May, 1903. [1550]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

P. L. MOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERAMBANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"VALETTA"

Captain W. B. Palmer, carrying His Majesty's Mails will be despatched from this for Bombay, on SATURDAY, the 6th June, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th May, 1903. [1]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG, RANGOON, COLOMBO, ADEEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"MORAVIA"

Captain Stiel will be despatched as above on WEDNESDAY, the 17th inst., P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 2nd June, 1903. [3]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)

THE "Shire" Line Steamship

"PROMETHEUS"

shortly expected, will have quick despatch.

The American Asiatic Steamship Company's "NORMAN RULES"

will be despatched on or about MONDAY, the 15th June.

For Freight, &c., apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th May, 1903. [1187]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, VIA SUEZ CANAL.

THE Steamship

"GLENFARG"

Captain Holman will be despatched as above on TUESDAY, the 23rd June.

For Freight or Passage, apply to

McGREGOR, BROS. & GOW, Agents.

Hongkong, 28th May, 1903. [1550]

FOR ODESSA.

THE Russian Steamer

"HERMANN LERCH"

1,978 tons, will be despatched for the above port on or about 5th July.

For Freight, apply to

BRADLEY & CO., Agents.

Hongkong, 1st June, 1903. [1591]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE AGENTS.

Hongkong, 1st May, 1903. [280]

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"

Captain Belsito, will be despatched as above on THURSDAY, the 11th June, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 29th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS.)

PROPOSED SAILINGS FROM HONGKONG, 1903.

"CHARLES TIBERGHIE" 15th June.

"MACDUFF" 10th July.

For Freight and further information, apply to

DODWELL & CO., LD., Agents.

Hongkong, 21st May, 1903. [1125]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOIS—POSTE FRANCAISE.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAI, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIAN," Captain Guignou, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via BOMBAI.

This Steamer connects at COLOMBO with the s.s. "Australia," which vessel takes on her Passengers and Mails, leaving that port on the 28th June, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 15th June. Specie and Parcels received until 4 P.M. on the same day.

No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 3rd June, 1903. [2]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain Samuel Bell Smith.

Daily Departure from Hongkong to Macao at 7.30 A.M. from Macao to Hongkong at 2 P.M. Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.

2nd Class, \$1.50; return ticket, \$2.50.

3rd Class, \$1.

Steering, \$0.50.

Superior cabin accommodation.

Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to

SAM WANG & CO., LD., 31, Queen's Road Central.

Hongkong, 29th April, 1903. [1849]

FOR SAMSHU, VIA KONGMOON AND KUMCHUK.

THE Steamship

"PAK KONG"

will be despatched for the above ports every THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.

For Freight or Passage apply on board, or to

KWONG WAN STEAMBOAT CO., LD., 15 and 16, Queen's Road, Praya West.

Hongkong, 6th May, 1903. [1353]

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are pleased to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897. [8]

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN OUTPUT AND QUALITY IN THE WORLD.

This Beer is brewed of best Saaz Hops and finest Pilsen Malt, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO., Sole Agents.

Hongkong, 25th July, 1902. [374]

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY, LIMITED, AND THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS"

are hereby notified that the Cargo is being discharged into Crift, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Crift or Godown on and after the 23rd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 3rd prox.

No Claims will be admitted after the Goods have left the steamer Godown and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 27th May, 1903. [10-12]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LOYD. HAMBURG-AMERIKA LINIE.

THE Steamship

"ROON"

OF THE NORDDEUTSCHER LOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th May.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd of June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 3rd June, at 9.30 A.M.

All Claims must reach us before the 6th June, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents.

Hongkong, 27th May, 1903. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NANSANG"

having arrived from the above Ports

